

Your Reference: MPI0_0101
Our Reference: RDC 10M2025 SYD11/00019
Contact: Aleks Tancevski
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**SYDNEY
REGIONAL
DEVELOPMENT
ADVISORY
COMMITTEE**

Director / Metropolitan Projects
Department of Planning
GPO Box 39
SYDNEY NSW 2001

Attention: Ben Lusher

**ENVIRONMENTAL ASSESSMENT OF CONCEPT PLAN FOR MIXED USE RESIDENTIAL
AND RETAIL DEVELOPMENT WITH BASEMENT CAR PARK
AT 21-35 TREACY STREET, HURSTVILLE**

Dear Sir/Madam

I refer to your letter of 13 December 2010 (Department Reference: MPI0_0101), concerning the abovementioned Environmental Assessment (EA) application which was referred to the Roads and Traffic Authority (RTA) for comment in accordance with Clause 104 of State Environmental Planning Policy (Infrastructure) 2007. I wish to advise that the Sydney Regional Development Advisory Committee (SRDAC) considered the traffic impact of this application at its meeting held on 28 January 2011.

Below are the Committee's recommendations and RTA comments on the subject application:

- 1. The submitted traffic report does not contain enough detail to properly assess the traffic impact of the subject development on the surrounding road network. The traffic generated from the proposed development will have a significant traffic impact on the surrounding road network and it is considered that traffic modelling should be carried out. The current operational performance of the surrounding intersections has not been provided as part of the submitted traffic report.

Additionally, the intersection of Railway Parade and The Avenue has not been included in the traffic analysis. Although this intersection is within the Kogarah Council area, this intersection currently operates with significant delays and should be included in the traffic reports overall analysis of the study area.

- 2. It should be noted that Hurstville City Council are currently proposing to change both Park Road and The Avenue from a one way pairing to becoming a two way on both of these roads. The developer needs to liaise with Council and should consider the effect that these changes will have on access as well as the impact on traffic distribution for the proposed development.

3. The loading and service area as proposed is unsatisfactory. Concerns are raised with regard to the proposed loading and service area as shown on the development plans (Drawing No: CD-07). Provision should be made for either a loading zone on Treacy Street (subject to approval by Council's Local Traffic Committee) or provision within the subject site for 8.8 metre rigid vehicles, as the retail and supermarket tenants of the proposed development may not have control over the type of delivery vehicles servicing the subject site.

Council should ensure that vehicles larger than 8.8 metre Medium Rigid Vehicles (MRV) are prohibited from entering the subject site unless provision has been made for those vehicles on site. The driveway is to be adequately signposted to Council's satisfaction to address this issue.

4. The swept path plans contained in the consultant's traffic report (Figure No. 8) are extremely tight and minimal area has been provided for the manoeuvring of service vehicles. Additionally the swept path plan shows an 8.8 metre MRV tracking over a stairwell. The swept path of the longest vehicle (including garbage trucks) entering and exiting the subject site, as well as manoeuvrability through the subject site, shall be in accordance with AUSTROADS. In this regard, a plan shall be submitted to Council for approval, which shows that the proposed development complies with this requirement.
5. Treacy Street is a one way street with traffic moving in a westerly direction. Concerns are raised with regard to the proximity of the proposed retail and residential access driveway to the right turn lane and the shared right turn/through lane from Treacy Street into Alfred Street. Vehicles entering the traffic stream into Treacy Street from The Avenue heading in a southerly direction often turn right into Treacy Street to continue in the through lanes to head west, whilst traffic heading north turning left from The Avenue into Treacy Street weave across into the right turn lanes to access Alfred Street to head north towards Westfield shopping centre. It is this weaving manoeuvre that the RTA has concerns with in relation to the proximity of the proposed access driveway. As the development includes a supermarket, the estimated traffic generation has the potential to exacerbate this road safety concern.

To adequately examine the abovementioned road safety concern, it is recommended that the applicant submit an Independent Road Safety Audit to DoP and Council for further review and comment (prior to determination).

6. The Basement 3 development plan (Drawing No: CD-04) indicates that there will be a total number of 196 residential parking spaces, which is below the required amount of 245 car spaces. The proponent should not rely on on-street parking and council parking facilities to make up for the shortfall in parking provided on site as on street parking in the area is already at a premium during business hours. In addition, the Department of Planning (DoP) shall ensure that the parking provision for the retail component of the development meets Council's requirements.
7. The RTA requires the EA report to assess the implications of the proposed development for non-car travel modes (including public transport use, walking and cycling); the potential for implementing a location-specific sustainable travel plan (eg 'Travelsmart' or other travel behaviour change initiative); and the provision of facilities to increase the non-car mode share for travel to and from the site. This will entail an assessment of the accessibility of the development site by public transport.
8. It is noted that no bicycle parking facilities are shown on the development plans. Consideration should be given to providing bicycle parking facilities for the retail/residential component of the site, either within the development or close to it, as well as end trip facilities such as showers, changing rooms, etc. to encourage bicycle use for travelling to and from the development.

The abovementioned concerns shall be addressed to the satisfaction of the Department of Planning and Council prior to the determination of the Environmental Assessment application. Should any amendments to the development proposal or findings of the Independent Road Safety Audit impact on the operation of nearby traffic signals, this supplementary information shall be submitted to the RTA for review and comment.

In addition to the above, the RTA provides the following advisory comments to the Department of Planning for consideration in the determination of the Environmental Assessment application:

9. Car parking provision to Council's satisfaction.
10. The layout of the proposed car parking areas associated with the proposed development (including driveway, ramp grades, aisle widths, aisle lengths, parking bay dimensions, sight distances and loading bays) should be designed in accordance with AS 2890.1 – 2004 and AS 2890.2 – 2002.

The provision of any convex mirrors proposed within the car park, to address a number of blind spots on the circulation and exit driveways, shall be to Council's satisfaction.
11. The proposed turning areas are to be kept clear of any obstacles, including parked cars, at all times.
12. The required sight lines to pedestrians or other vehicles in or around the car park or entrances shall not be compromised by landscaping, signage, fencing or display materials.
13. All vehicles are to enter and leave the subject site in a forward direction.
14. The separate car parking areas, entry/exit points and the internal circulating driveway need to be clearly delineated through line marking and signage to ensure smooth, safe traffic flow and to reduce vehicle conflict.
15. Provision for building maintenance vehicles and removalists need to be provided on site.
16. All demolition and construction vehicles are to be contained wholly within the site and vehicles must enter the site before stopping.
17. A Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to Council, for approval, prior to the issue of a Construction Certificate.
18. The developer shall be responsible for all public utility adjustments/relocation works, necessitated by the above work and as required by the various public utility authorities and/or their agents.
19. All works / regulatory signposting associated with the proposed development shall be at no cost to the RTA.

In accordance with State Environmental Planning Policy (Infrastructure) 2007, it is essential that a copy of the Department of Planning's determination on the proposal (conditions of consent if approved) is forwarded to the Committee at the same time it is sent to the developer.

Any inquiries in relation to this Environmental Assessment application can be directed to Aleks Tancevski by telephone on 8849 2313, or facsimile 8849 2918.

Yours sincerely

A handwritten signature in cursive script, appearing to read "O. Hodgson".

Owen Hodgson
Chairman, Sydney Regional Development Advisory Committee

28 January 2011